

WEATHER FORECAST.
Snow or rain to-day; to-morrow fair and colder; fresh shifting winds.
Highest temperature yesterday, 37; lowest, 22.
Detailed weather reports will be found on Editorial page.

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THE NEW YORK HERALD

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RADICALS FOR WAR ON RAILROADS AND ALL THE BIG BANKS

Onslaught Will Start as
Soon as the Farmers Win
Their Subsidy.

TWO BLOCS ENLISTED

Farm and Labor Bodies
Will Open Battle Before
Next Congress.

ECHO OF LAST ELECTION

Discontented Elements Ignore
the Facts and Figures in
Desire for Trouble.

By LOUIS SEIBOLD.

Special Dispatch to THE NEW YORK HERALD.

New York Herald Bureau,
Washington, D. C., Dec. 14.

Discussion of radical legislative plans clearly point to a declaration of war on the railroads and financial institutions of the country as soon as a subsidy has been voted to the farmers.

Republican as well as Democratic leaders of the two houses interpret the lively interest displayed by members in radical gestures as symptomatic of the determination of supporters of the agricultural and labor blocs to force the fighting against transportation systems and banks without waiting for the next Congress.

With the prospective setting aside of the ship subsidy bill to make place for the agricultural subsidy bill, the pronounced radicals in Congress already are planning to launch their drive against the railroads without delay. The leaders of this movement do not expect support enough to put through the present Congress any legislation compelling drastic changes in the policies of the Government in dealing with transportation.

For Agricultural Cohesion.

Their purpose in inaugurating immediate war "on the railroads and other interests dominated by Wall Street" is to lay the foundation for persistent agitation in support of their specific plans to be consummated at the next session. This agitation is expected to bring about closer cohesion between the agricultural units in the two houses and those which are manifesting greater sympathy with the plans of organized labor than has been the case in several years.

The radical leaders of the two houses expect to assume control of both the agricultural and labor forces, primarily to keep the farmers, who are suffering from momentary depression, keyed up to their present pitch of resentment, but really to weld in closer cooperation the labor program, which contemplates the immediate operation and ultimate ownership of all transportation systems by the Government. The support of the farmer is vitally necessary to the ambitions of the labor groups. There is a suspicion in the minds of some of the more rational Congressional leaders that Senators and Representatives who are ready to commit themselves to the labor policies do not want the farmer to receive too much assistance from the Government in order to perpetuate his cause for complaint.

Want to Force Extra Session.

Back of the plans of the radicals is the two parties in both houses to compel the President to call an extra session of Congress is the ambition of the extreme labor groups to put through their program with the support of the agricultural element while the farmers of the country are "still hot under the collar against economic conditions." President Harding and the more conservative of his advisers and supporters in the two houses are fully aware of this scheme. For this reason the Administration desires the enactment of the rural credits bill in order to provide relief for the farmer as soon as possible so that existing causes for agricultural discontent will be removed and cause the farmer to take a more optimistic view. This is precisely what the politicians who display a tendency to surrender to the radical trend of labor sentiment do not want to happen, according to leaders who have analyzed the situation.

Radical leaders believe they will be able to force Mr. Harding to summon a special session of the new Congress within a few weeks after the termination of the one which expired on March 4. Whether they succeed or not it appears to be their present plan to present their program for taking over the railroads and bringing financial institutions under the control of the Government without waiting for eventualities.

Rail Board a Pretext.

The President's suggestion that Congress consider the advisability of replacing the railroad labor board with one of greater power than is enjoyed by the present one will be seized upon as a pretext for launching a drive against the railroads. As soon as a bill is agreed upon to carry out the President's recommendations, Senators and Representatives who are expected to flock to the support of the radical.

Continued on Page Nine.

Victory Bond Owners Ignore Redemption Call

A proof of the fact that Americans are the most careless investors in the world the Treasury Department points to the lack of response to its call for the redemption of Victory 4% per cent. notes. The United States Government announced several weeks ago that it would redeem \$700,000,000 Victory 4% per cent. notes on December 15. Of that total \$250,000,000 of the notes are held in this Federal reserve district. Only \$50,000,000 of this district's quota, or about one-fifth of the total, have been presented for payment, notwithstanding the fact that interest on the notes ceases to-day. The local Federal Reserve Bank last night sent out an urgent call to holders of these notes to turn them in for payment. The notes should be presented at any neighborhood bank immediately.

DAUGHERTY INQUIRY BREAKS UP IN A ROW

Impeachment Proceedings
Practically Closed With
Keller Raging.

CLASHES WITH VOLSTEAD

Throws Document at Him and
Is Summoned as a Witness
for To-day.

Special Dispatch to THE NEW YORK HERALD.

New York Herald Bureau,
Washington, D. C., Dec. 14.

The Daugherty impeachment proceedings before the House Judiciary Committee broke up in a row to-day when Chairman Volstead refused to permit Representative Keller (Minn.), who brought the charges against the Attorney-General, to submit a statement accusing the committee of favoritism.

Amid commands to "sit down," which he refused to heed, Mr. Keller threw the statement at Chairman Volstead and stalked out of the committee room. Jackson H. Ralston, counsel for Mr. Keller, finding himself an attorney without a client, also retired from the case.

The committee issued a subpoena for Representative Keller to appear before the committee at 10:30 to-morrow morning, and it is expected there will be further fireworks.

The net result is that the impeachment proceedings against Attorney General Daugherty are virtually at an end. Unless Mr. Keller changes his mind and goes ahead with the charges, which he is expected to be completed within the next day or two. The present outlook is that the committee will give Mr. Daugherty a clean bill.

When Mr. Keller had a statement to read, several members of the committee demanded to know what was in it, but he declined to say, except that it was in connection with the impeachment case then under consideration. Everybody began to talk at once. Paul Howard, counsel for Daugherty, demanded that Keller be sworn as a witness if he was to say anything, but Keller shouted: "I'm not on trial and I'm not a witness."

"Do you want to lecture the committee?" asked Representative Goodykoontz (W. Va.). "I say I see fit," replied Keller. "Sit down! Sit down!" snapped out Representative Goodykoontz, and Keller reiterated his demands to be heard.

"I refuse to sit down, and I hand this statement to you," cried Keller, flinging the paper on the chairman's desk. "Look here, you can't control this committee; you have no more rights here than any other member of the House," said Mr. Volstead.

SENTENCE DEATH CAR DRIVER.

Frank Daleasio, 19, a chauffeur, of 235 Bright street, Jersey City, was sentenced to the penitentiary yesterday by Judge McIntire in General Sessions to serve from six months to three years for the killing of a girl by an automobile truck he was driving.

Christmas Rye That Floods City Won't Kill Drinkers—Immediately

A vast number of otherwise conservative New Yorkers are hunkering home these nights rejoicing in the prospect of having a full punch bowl on the table on Christmas. They have combined with other men in their offices to buy a case or two of absolutely first class, pre-prohibition rye. Out of that case each man gets two or three bottles. They ally the wife's fears by assuring her that Charlie got this stuff from a man who gets it every week from stewards on income tax returns. It's the straight stuff, direct from the Bahamas or Canada and a great bargain. It always is.

So much of this alleged rye has been unloaded on New York for the holiday season that a New York Herald reporter went over on the East Side yesterday to find out what it was these otherwise conservative citizens are about to drink. This ought to be a great deal of the joy out of life.

What you are about to drink, or are drinking, is called "a fourth cut," and is very popular with the altruists.

FEDERAL FUEL CHIEF PROMISES NEW YORK ENOUGH HARD COAL

Conrad E. Spens Says 'City's
Needs Will Be Taken Care
Of From Washington.

CUSTOM IS RECOGNIZED

Long Island Conditions
Improve Despite Light
Afternoon Snow.

SUBSTITUTES AVAILABLE

Yards on East Side to Be Asked
to Sell Lots of Less Than
One Ton.

New York city's requirements of anthracite coal are to be provided. That was the assurance from Conrad E. Spens, Federal Fuel Administrator, before he returned to Washington last night after a busy day here. Mr. Spens said:

"I have met to-day and conferred with representatives of the leading anthracite coal operating and carrying companies, and also with William H. Woodin, your State Fuel Administrator. In making a general survey of the situation as it is throughout the country we find there are many communities clamoring for anthracite coal, of which the available tonnage is distinctly limited.

"We intend to do everything possible to meet the situation equitably at all points. But we realize that here in New York city you have a great metropolitan population, many of the members of which never have been accustomed to the use of substitutes for domestic anthracite. This fact has been taken into consideration. All I can say to you further is that New York's needs will be taken care of."

Despite the snowfall, the situation at the float bridges in Long Island City improved considerably. The Long Island Railroad said it was giving first priority to coal and that it was being moved promptly in solid trains of full float loads of coal cars.

The Pennsylvania Railroad offered to lend twenty-two locomotives to the Long Island to expedite traffic. Every retail coal dealer in the city shivered when snow began to fill the streets in the afternoon, but they breathed easier at the rainfall that came in the evening, and a falling temperature later. The Stokes Coal Company had in service forty motor trucks and thirty horse drawn vehicles. The New Administration has authorized the use of emergency thirty other wagons, but even then progress was difficult. One of their teams fell on a slippery street and two men managing the truck were hurt in trying to raise the horses to their feet. Burns Brothers and all other large distributors were under like handicaps in delivery.

The Fuel Administrator has authorized this list of dealers who can deliver bulkhead or soft coal as substitutes: Manhattan-Seranton and Lehigh Coal Company, Owens & Co. Storage Coal Company and Weber & McLaughlin Coal Company.

In Brooklyn and Queens-Cominette Fuel Company and Larkin Coal Company. In the Bronx-Stephens Fuel Company. Stewart Brown, president of the United Real Estate Owners Association, said his association is prepared to get five tons of coal for landlords on forty-eight hours notice at \$20 for steam coals of anthracite and \$15 for domestic sizes. In three days 700 tons have been delivered in this way, said Mr. Brown.

At a meeting on the peddlers' problem of furnishing coal to smaller than one ton lots Arthur S. Leary, City Fuel Administrator, in his office, 90 West street, met many large distributors and had deep discussions. He is planning to make public to-morrow a plan to be made public to-morrow. It is expected many yards which never have catered to this small trade on the East Side and elsewhere will begin Monday afternoon to supply the coal. Other agencies for the relief of small lot consumers.

Mr. Spens, the National Administration notified the Pennsylvania Coal Commission about the widespread complaint against slates, slag, dirt and other foreign substances in coal from the anthracite mines. He said he would hold the commission responsible for the coal prices charged by the coal companies. He said he would clean, free burning screened coal.

The shipments of anthracite for November as reported to the Anthracite Bureau of Information, Philadelphia, were 6,420,102 gross tons, compared to 5,314,014 tons in the corresponding month last year—an increase of 1,106,088 tons.

Three bottles of Canadian whisky, and half dozen bottles of beer, one gallon of distilled water. One gallon of grain alcohol. One bottle of sherry. Fifteen to twenty drops of essence of yeast. The mixture may show the necessary quantity of caramel coloring to impart the proper hue. Shake or stir well and you have twelve bottles, or one case, of the rye whisky that you are carrying home in such high glee these nights. No, it will not kill you—immediately. It requires more time than wine alcohol does. But remember, brothers, that the original three bottles of Canadian whisky were touched with other stuff, bottled green before the cutter got them. Merry Christmas!

'Better Win Me Than You' Lady Astor Tells Laborite

Special Cable to THE NEW YORK HERALD.

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New York Herald Bureau,
London, Dec. 14.

VISCOUNTESS ASTOR declared that her delicate femininity was more suitable for David Lloyd George's conquest than the hard and hairy personality of Jack Jones, the "dockyard" Labor member of Parliament. During a discussion of reparations, when E. D. Morel of Dundee, pacifist member, was complaining about Lloyd George, Lady Astor interjected: "Lloyd George won the war!"

"It's a good job he didn't win you," Jones retorted.

"Better me than you!" snapped back Lady Astor.

STREET EXTENSIONS TO RELIEVE TRAFFIC

Program for Manhattan
Means Cutting Through
Two Parks.

REAL HIGHWAYS PLANNED

Borough President Miller Says
Time Is Favorable for
Work.

Plans for the opening of new streets, the widening and extension of existing thoroughfares and the better repair of street surfaces for the improvement of traffic conditions in Manhattan are to be submitted to the Board of Aldermen by Julius Miller, President of the Borough of Manhattan, he announced last night.

Mr. Miller said the additional forces allowed for the coming year will aid materially as heretofore, because of limited appropriations, the city has not been able to maintain the streets in a state of repair commensurate with traffic requirements. The following are some of the proposed improvements suggested by him:

Extension of West and Marginal streets around Battery Park to a connection with South and Marginal streets.

Affects Gramercy Park.

Extension of Lexington avenue through Gramercy Park to connect with Irving place.

Extension of Irving place to a connection with Fifth avenue at about Eleventh street.

Extension of Seventh avenue from 155th street to Spaulding.

Extension of Riverside Drive by viaduct from Seventy-second street along the Hudson River to Canal street.

Extension of Park avenue by viaduct over the New York and Harlem Railroad from Ninety-sixth street to a connection with Mott avenue, Grand Concourse and Boulevard, Bronx, at 135th street.

Widening Allen street so as to make First avenue continue to East Broadway.

Widening Chrystie street from Houston to Canal street so as to extend Second avenue.

Widening Church street from Fulton to Canal street so as to make Trinity place continuous.

Changing the grade at Fifth avenue and Forty-second street and installing underground passage to make crossing easier for pedestrians.

Eliminating steep grade on Lexington avenue from 102d to 103d street, and thereby opening up Lexington avenue as a thoroughfare to the Third Avenue Bridge.

Extension of Sixth avenue to a connection with Canal street.

Extension of Manhattan avenue south to Broadway.

Extends Riverside Drive.

Extension of Riverside Drive from Dyckman street along the Hudson River to Spuyten Duyck.

Extension of Amsterdam avenue across Sherman Creek.

Extension of Broadway across Sherman Creek to a connection with Ninth avenue.

Widening bridge over Harlem River Ship Canal at Hudson street.

Providing an exterior street along the East River from Corlears street to Eighteenth street and from Forty-second street to Sixty-fourth street.

Providing an outlet for Sixth avenue through Central Park.

Opening Dewey place.

Removing all street railway tracks which are in use.

Shifting of elevated columns from the roadway to the curb line.

Removal of the sets of car tracks on Park Row, the Bowers and West Twenty-third street.

Removal of all parking spaces from the roadways of Park avenue from Dyckman street to Ninety-sixth street; Broadway, from Sixty to 122d street; Broadway, from 122d to 160th street; Broadway, from 160th to 180th street; Essex street.

INTERMAYER URGES STATE RULE UNIONS AND STOCK MARKET

Outlines Legislative Program That Would Put
Control at Albany.

LICENSES FOR LABOR

Trade Commission Would
Supervise Actions of
Organizations.

WOULD LIST SECURITIES

Proposals to Lockwood Com-
mittee Also Ask Monopoly
on Insurance.

Special Cable to THE NEW YORK HERALD.

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New York Herald Bureau,
London, Dec. 14.

Legislation regulating stock exchanges and providing for drastic supervision of all labor unions in this State was recommended by Samuel Intermayer yesterday at a special meeting of the executive committee of the Lockwood committee in his office at 120 Broadway. The program proposed by Mr. Intermayer provides for more extreme legislation of the sort than was ever before proposed in this State, and if enacted would virtually place both capital and labor, so far as they are concerned with labor unions and stock exchanges and the selling of securities, under the domination of the State government.

Among the bills which Mr. Intermayer suggested the committee have introduced and try to pass is one providing for a State trade commission with power to regulate labor unions, another to amend the workmen's compensation insurance act to make such insurance a State monopoly, another would be a blue sky law regulating stock exchanges. The bill to regulate labor unions would require every union to take out a license, the license not to be granted until the trade commission has approved the union's constitution and by-laws.

The members of the executive committee discussed Mr. Intermayer's proposals, but did not take any definite action other than to ask him to make a more comprehensive review of the proposed laws. This will be considered at a special meeting on December 27.

State Trade Commission.

The recommendations proposed by Mr. Intermayer yesterday are as follows: The establishment of a State Trade Commission, the purpose of which will be the effective suppression of illegal trade associations and other combinations which are engaged in unfair competition. The bill will place in the hands of the commission the prosecution of offenses against the law, and the commission will have its own prosecutive and other legal machinery for that purpose.

"That the State Trade Commission bill be accompanied by a memorial to Congress asking that the Federal Trade Commission bill be amended by enlarging its powers to conform to those of the State Trade Commission bill, and to place the prosecution of offenders against the Federal anti-trust laws under the jurisdiction of this commission, which will in like manner have its own legal staff of investigators and prosecutors. This according to the plan of cooperation between the Federal Trade Commission and the Department of Justice.

State Insurance Monopoly.

"A bill to amend the Workmen's Compensation Insurance law by excluding all private companies and making it a State monopoly, as in Ohio and other States. It is claimed that the present law is the cause of the abuses and oppression that have arisen from the competition between the 'State Fund' and the private companies, the result of which has been a continuous loss to the 'State Fund,' so that, although the latter does the business for 15 per cent. less than the private companies, it is only about 3 per cent. of the business. This is charged to be due mainly to the fact that employers who are required to insure their workmen also take out other forms of insurance that are not compulsory, such as 'public liability' and 'the like, and that they give rebates upon workmen's compensation indirectly through concessions on other lines, in which there is no competition. This is claimed that in this business of insuring workmen, which is made compulsory on the employers, the private companies distribute only about sixty-five cents on every dollar connected in premiums, whereas under a State monopoly, at least ninety-four cents on every dollar could be distributed, thus increasing the benefits to the workmen and not increasing the burden to the employers.

"A bill to require fire and casualty insurance companies to dispose of their stock investments within five years, and that no future investments to those that are not permitted to life insurance companies.

"A bill to regulate and supervise the constitution, by-laws, rules, regulations and practices of labor unions within the State through administrative machinery that will force the elimination of the abuses that have been brought to the attention of the committee in the testimony taken, and others that there was no time to expose. The bill will be carefully considered.

Continued on Page Seven.

AMERICANS MAY ASSIST IN FINANCING BIG LOAN TO REHABILITATE EUROPE

BRITAIN WARNS FRANCE IT WON'T CANCEL DEBT IF THE RUHR IS SEIZED

Bonar Law Pleads Moderation in Collecting From Germany; Cannot Wipe Out All Debts Due Britain and Also Pay United States; Stands by Balfour Note.

Special Cable to THE NEW YORK HERALD.

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New York Herald Bureau,
London, Dec. 14.

Prime Minister Bonar Law served plain notice upon the French in the House of Commons to-night that their notice of collecting reparations from Germany differed from England's—not as the difference between two governments but with the fundamental concept of the British people. He insisted that the only settlement of interrelated debts possible was in connection with the final settlement of the reparations problem.

Although the Prime Minister refused to discuss the occupation of the Ruhr Valley, he said, Premier Poincare would also refuse to discuss his plan in detail, he expounded the British doctrine immediately after in this phrase: "We cannot look with equanimity upon any action which seems to us likely, or which we believe will have the effect, not of producing reparations but making them more difficult to get, perhaps making them impossible altogether."

Bonar Law said that Germany was near an economic collapse that only the stabilization of the mark could avert. Asserting that the destruction of Germany's middle classes has resulted in the wiping out of her internal debt he said: "If the Germans ever do recover they will be free from that terrible burden of internal debt that falls on us." He gave a gloomy picture of Great Britain's industrial future should Germany and Europe fail to respond to economic stimulus. England was burdened with heavy taxation, clogging industry and producing appalling idleness among her wage earners. As to allied debts he made known that his Government still stood by the Balfour program of an all round cancellation—Great Britain surrendering her share of reparations.

Holds Club Over France.

While Mr. Bonar Law failed to define in explicit terms separate French action in the Rhineland as a rupture of the Entente, he flourished perhaps the more formidable weapon, tying up cancellation of interrelated debts with "the final settlement of reparations," he is generally understood to mean that if France persists in isolated action—in the Ruhr or otherwise—which Britain believes will lead to the ruin of Germany, Britain will insist that France pay her debts to the British, and that will lead to the repudiation and bankruptcy of France. In other words, Mr. Bonar Law is considered to have tried to turn from the war state of mind, and to express the problem in terms of present and pressing economies.

Whatever the fate of the political and military entente between France and England, there is no doubt that the economic paths if France insists upon isolated punitive action against Germany.

Mr. Bonar Law's Speech.

Prime Minister Bonar Law's speech follows in full:

I must point out to the House that there must be greater freedom in discussing this and similar questions on the part of the honorable members than can possibly be taken by me. I shall try to give as complete an answer as I can to the questions, though in the circumstances it is impossible to give categorical replies to them. The best way I can deal with the matter, I think, is to consider the position as it presents itself to France and ourselves.

The French, as I have said, did also at one time, had great hopes in regard to the amount of money they would get from Germany. They have built upon these hopes to the extent that the financial system of France is based upon receiving a very large sum from Germany. It is right that we should look at this question from the point of view as to how it strikes our Allies.

Germany undertook to pay a large amount, and almost nothing has been paid. The French say: "We have had conference after conference, and the result in every case has been that in one form or another we have been given what is equivalent to a moratorium. At the end of the moratorium we find we are in a worse position for getting anything from Germany than we were before." That is the French view. The French view also is that this result is largely due to deliberate action by Germany. What follows? There is not the smallest doubt that the fact that the German Government has allowed this tremendous inflation to take place has had the effect in itself of making it impossible to meet any claims for reparations. The French go further and say this was deliberately done by Germany.

Different View From French.

Honestly, I cannot myself take that view; and this is the reason: It is perfectly true that by that method of passive resistance they can avoid forever paying any indemnity, but it only means what is very like suicide for Germany. I can hardly believe that any sane Government would deliberately adopt that course. In support of the French view, however, is the fact that this inflation has enabled

Continued on Page Two.

MORGAN AT WORK

Washington Regards
Plan Favorably to Ex-
tent U. S. Bankers
Can Participate.

MUST CUT INDEMNITIES

Credits Put at \$1,500,000,000, of Which Part Would Be for Reparations.

REST TO FEED GERMANS

U. S. Feels Teutonic Nation Is Near Ruin and This Is Sole Remedy.

Special Dispatch to THE NEW YORK HERALD.

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The floating of an outside loan of approximately \$1,500,000,000 through international bankers is under consideration as the only visible way of saving Germany from economic collapse and of staying off the reparations crisis.

American bankers and the United States Government are taking a direct interest in the loan project, and it was learned to-day that J. P. Morgan's visit to Washington and his conference yesterday with Secretary of State Hughes was connected with the reparations problem, the crisis in Germany and the plans for a great loan.

As American bankers are expected to participate in any feasible loan it was indicated that Mr. Morgan, who represented the American group at the bankers' conference in Paris, is seeking the advice of the State Department.

Mr. Hughes refused to say what he discussed with Mr. Morgan, but there is evidence that the loan question has again come into the foreground, that the international bankers are considering raising it and are seeking the cooperation of their governments.

Government Favors Loan.

A loan is regarded favorably by this Government to the extent that American bankers can participate legitimately, but only on condition of a scaling down of reparations as suggested at the conference of Premiers in London. It is believed that if France should accept a reduction of reparations the bankers will make the loan.

Part of the loan would be for internal use in Germany and part go to France for reparations. The suggestion made by Germany that the countries getting a portion of the money should guarantee at least that much of the loan is regarded favorably by American officials.

Reports of Germany before officials of this Government reveal a more serious state than generally realized. The reparations question is acute and the Germans are near financial paralysis.

An important consideration which militates against the extension of credit is that the Germans have placed virtually all transportable assets out of their territory. The total of these assets reaches a tremendous figure. They are frozen, as all the possible borrowing against them has already taken place. In no sense are they available as assets.

Germany's collapse, according to officials here, cannot be postponed beyond next spring unless something is done meantime. It will have arrived, it is pointed out, when Germany cannot import food, when hunger begins and when the mark is valueless—and then food riots. This is the picture his advisers are placing before President Harding.

Needs Huge Wheat Imports.

Germany will require from 75,000,000 to 85,000,000 bushels of wheat by spring, and there is nothing now in sight by the way of credit on the strength of which this grain could be secured—and as one official put it, "there is no telling what a starving people will do."

Action before this is the advice of the United States, and every effort of the Government is directed toward getting the Allies to realize this before it is too late. The view taken since President Harding entered the White House is that the solution of the problem lies in the settlement of reparations. Such a settlement, based on reasonable reduction without which payments will cease, would lead to a revival of confidence, and steps could be taken to stabilize the mark, whose fall has accelerated the present demoralization.

While an outside loan is receiving consideration it is not thought likely that definite steps toward a concrete plan will be taken until after the meeting of the Premiers on January 2, when the reparations question will be once more attacked.

If France has assurance that a loan can be floated it is believed Premier Poincare will be more amenable

CLARK'S CRUISE ROUND THE WORLD.
Personal expenditure, \$1,000 up to 4 mos. Jan. 22, N. Y. Post, Feb. 10, 1923, Clark, Times Bldg., N. Y. City.

Any one going South for the Winter will find the Annual Winter Resort Number of The New York Herald, Sunday, December 15, an excellent guide for hotels and resorts.—Ado.